

ROCKY MOUNTAIN RAIL REPORT



OCTOBER 2001

No. 505

ROCKY MOUNTAIN RAILROAD CLUB

Annual Banquet and Program Cuban Adventure

By Dave and Jean Gross and Jim Ehernberger

October 13, 2001 • 7:30 PM

Plan to attend the Club's Annual Banquet. The dinner banquet and program will be held on Saturday, October 13, 2001, at the Arvada Center for the Performing Arts located at 6901 Wadsworth Boulevard in Arvada, Colorado. We will start the evening at 6:00 PM with a cash bar. Dinner will be served at 7:00 PM. During the evening, we will be giving away many, many door prizes. Dinner will be a choice of Swordfish Parmesan, Lemon Pepper Chicken, New York Steak and this year we are offering a Vegetarian dinner.

The evening's slide program, "Cuban Adventure" will be presented by club members Dave and Jean Gross and Jim Ehernberger. They traveled to Cuba this year and will share their slides and provide a first hand account of railroading in Cuba – most of it is still steam! The program will show the country, the people and the railroad from two different viewpoints.

You will not want to miss this social event, so mark your calendars and order those tickets. Ticket are \$30.00 each and the ticket order deadline is October 5, 2001. You can order your tickets on the Club's web site (www.rockymtnrrclub.org) using your credit card. There is no regular Club meeting on October 9th. Our annual banquet is in place of the regular Club meeting. If you need additional information, please telephone the Club at 303-979-2806.

Membership Renewals and Equipment Fund Book Drawing

Membership Renewals For 2002 Are Due No Later Than January 1, 2002

A renewal notice is included in this issue of the *Rail Report*. Please note that you can now charge your membership dues on MasterCard or Visa.

Also included on the renewal notice are six coupons for the annual book/video drawing. Drawing tickets are \$2.00 each and the funds raised benefit the equipment

fund. See page 7 of this *Rail Report* to see how the equipment fund is used for restoration and maintenance of the Club's historic equipment.

The final selection of drawing prizes is underway. The new videos that the Club is planning to release later this year and early next year may be included.

2001 Events Schedule

November 13 Meeting: Video Potpourri

December 11 Meeting: California Rails

2002 Events Schedule

January 8 Meeting: To be announced

February 12 Meeting: To be announced

March 12 Meeting: To be announced

April 9 Meeting: To be announced

May 14 Meeting: To be announced

The deadline for items to be included in the November *Rail Report* is 10/22/01.

Video Potpourri Night

By Mike Gailus

Now is the time to get your video clips ready for Video Potpourri night on November 13, 2001. Find those special clips and put them on a regular VCR tape and bring it to the October annual banquet. Content should be of train subjects and the length should be about five minutes. Be sure to label your tape with your name, telephone number and subject.

We need a host for the video potpourri night. If you would like to coordinate this event, please contact Mike Gailus at a Club meeting or telephone 303-788-0403.

From The President

By Dave Goss

I recently had the opportunity to take Amtrak to California (via the Southwest Chief) and then return on the California Zephyr from Sacramento. I left Denver on an Amtrak Thruway coach at 6:45 AM and arrived in Fullerton, CA, the next morning at 9:00 AM (about 50 minutes late). I thought it might be interesting to see if I could have made the same trip any faster in 1957 or 1962. Why did I choose these dates? Because I have Official Guides for these years!

In 1957, one could leave Denver at 5:00 PM on Train 183 arriving in La Junta at 9:15 PM. Here you would connect with the Chief at 11:59 PM westbound, arriving in Los Angeles at 11:15 PM (no stop at Fullerton on the Chief). The total time on this trip would have been 30 hours and 15 minutes as compared to my 2001 journey of 26 hours and fifteen minutes. However, it is interesting to note that Amtrak allows 2 hours more for the 26-mile run from Fullerton to Los Angeles. Had I taken this same trip in 1962, the trip time would have been 27 hours and 45 minutes.

The trip from Sacramento in 1957 could be over several routes. Had I taken the Overland Route to Denver (via Ogden) the trip would have been 30 hours and 30 minutes leaving Sacramento on the San Francisco Overland and changing in Ogden to the City of St. Louis. My 2001 trip took 32 hours and fifteen minutes, no changes, and on time. The 1957 California Zephyr would have taken slightly less than 30 hours and in 1962, the time was exactly 30 hours.

So what does all this rambling mean? For me, train travel forty to forty five years ago offered more variety, more options, different routes and about the same travel time. I guess when we criticize Amtrak as being the only train trip around, we need to remember that even though our choices were broader, the time was essentially the same.

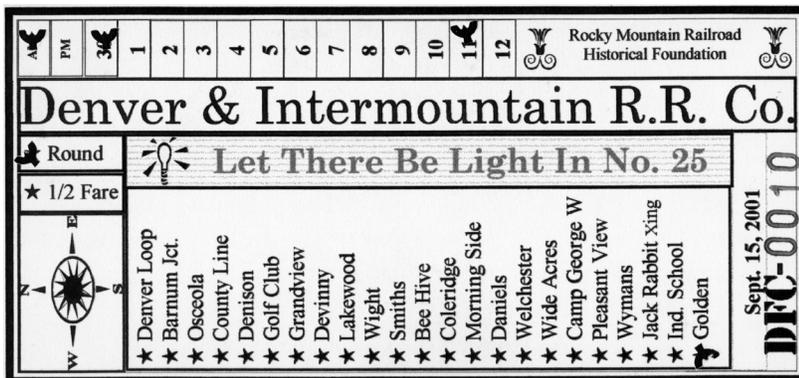
If you did not get a chance to see Car 25 at the September 15th lighting ceremony, you missed a tremendous opportunity. Thanks to a generous donation from Russ and Sue Stuska, the car now has authentic carbon filament lights installed. The dedicated volunteers, who installed them, as well as Darrell and all his volunteers are to be commended for a terrific job well done!

I hope to see many of you at the Banquet on October 13th. Remember, there will not be a regular Club meeting this month, as we will be enjoying the special banquet program at the Arvada Center instead.

Member Bob Griswold was featured in an article in the Fall 2001 issue of the *University of Denver Magazine* published by the Alumni Association. The article tells of Bob's renown as a railroad historian as well as his volunteer efforts with the Platte Valley Trolley.

The article also recounts the story of David Moffat and includes a brief write-up on club member Charles Moffat III.

Congratulations, Bob and Charles!



Commemorative tickets were issued to ride on No. 25 during the September open house.

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Mike Gailus
Secretary	Frend John Miner
Treasurer	Fran Minnich

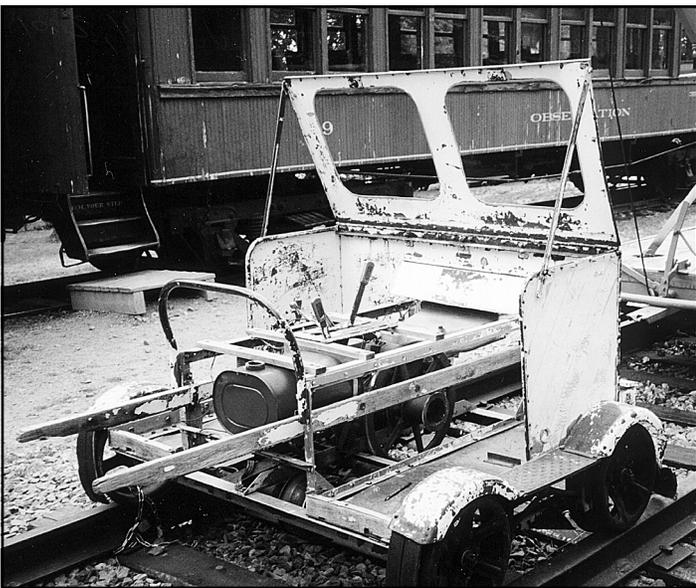
Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

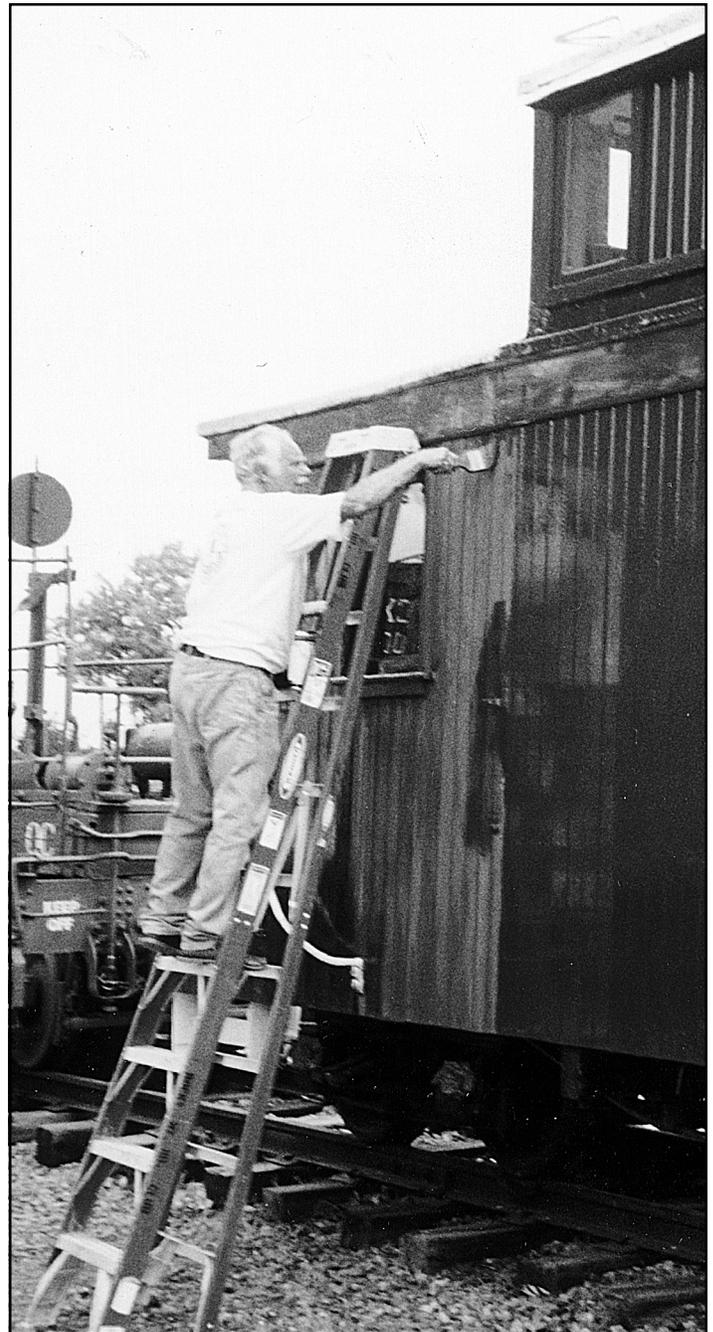
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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.



The Club's Fairmont speeder without windows, motor cover, seat and fresh paint but with a broken floor is headed for restoration.
 – Two photos © Bob Tully.



The crew gets Bob Tully to do some painting!

Out At The Museum

By Bob Tully

The Club's ex-Public Service Fairmont Speeder, model M-9-G, built in the late 1940's is currently under restoration by Club member Gus Mocilac. He is a long time member of the North American Motor Car Operators Association and has previously rebuilt an identical Fairmont speeder for himself. He has also worked on other models.

We moved our speeder to Colorado Springs in mid-July to make work convenient and expedite repairs. At this time the windshield frame, control panel, cab, fenders, wheel covers, tool

box, engine cover, floor, headlights and all old wiring was removed. Next come the wheels, axles, pulleys, drive shaft and motor. Then we clean the frame. All metal parts will be sandblasted, and then the fun of a complete rebuilding begins. Following a new paint or powder coat finish and everything working about mid-summer 2002, it will be returned to the standard gauge show track at the Museum for visitor enjoyment.

Gus and other members of the NA Motor Car Association from

Continued On Page 8, Column 1

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

3rd Armored Cavalry Regiment Heads for Egypt

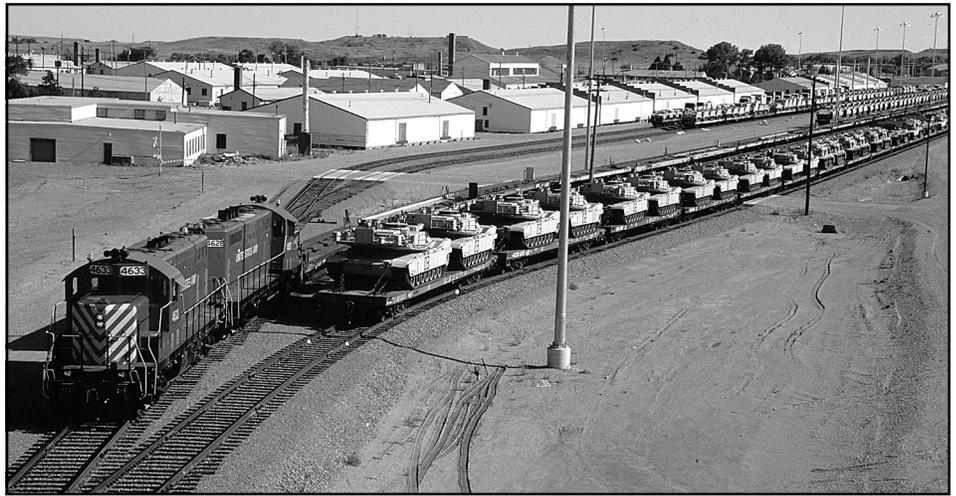
The 3rd Armored Cavalry Regiment (ACR) based at Fort Carson, CO, put their new \$19 million dollar railyard to the test in late August 2001. Operation Bright Star, a deployment to Egypt, had the Regiment moving out by rail.

The first leg of the 3rd ACR's required them to load their M1A2 Abrams tanks, Humvees, Bradley Fighting Vehicles (M3A2), M121 armored personnel carriers and other support vehicles onto six trains for movement by Union Pacific to Beaumont, TX. This was a major test of the new Fort Carson Railyard which is still undergoing construction (completion date September 2001). The railyard now offers five stub end tracks with concrete loading ramps, a concrete marshaling area, container loading area and Humvee/ vehicle ramp loading capability onto auto rack cars. The increased railyard capacity greatly improves the Army's Fort Carson deployability.

The railyard improvements include a new two track engine house. This will allow inside maintenance on the Army GP-16's, 4628 & 4633, used to switch the Army owned trackage.

The renovated yard replaced trackage built during World War II to supply buildings. Those facilities were inadequate to support today's missions with their heavier tanks, military vehicles and container on flatcar load/unloading requirements.

The first two Union Pacific trains moved north via the Joint Line from Kelker (south of Colorado Springs) through Denver on 8/29/01. The first UP train had UP SD70M 4245 & 4315 and the second train had C40-8 9105 & SD60 6051, both



U. S. Army GP-16 4633 and 4628 pass M1A2 Abrams tanks at Fort Carson's Railyard. The 3rd Armored Cavalry Regiment's deployed to Egypt on several Union Pacific military specials. The trains rolled out of Fort Carson, CO, to Beaumont, TX, in late August 2001.



SPC Mark Sutliff chains down an Army Humvee to a bi-level auto rack at the new auto rack loading area. – Two August 27, 2001, photos (above) © Chip.

headed for Beaumont, TX. Trains moved eastward on the UP's Limon Subdivision.

The 3rd ACR is primarily armored, its speed is accompanied by a tremendous offensive punch – more than 120 tanks, an equal number of Bradley's equipped with missiles as well as guns, 20 artillery pieces with 155mm guns and about 75 helicopters (AH-64, UH-60L and AH-1F) for observation and attack. After the Persian Gulf War, it became the last heavy armored cavalry regiment in the Army. – *1LT Calderolli, Fort Carson Public Affairs Office & JD*

American Orient Express Trips

Two eastbound Amtrak P42 powered trains plied across Colorado on 9/4/01. Amtrak's California Zephyr had 127 and 36, both in the "Wave scheme." The second train was the American Orient Express (AOE) 16-car train with Amtrak P42's 147 (wave) and 71. Both trains used Union Pacific's (ex-Denver & Rio Grande Western) Moffat Tunnel line.

The Union Pacific Railroad has informed AOE via Amtrak that due to capacity issues on the Denver, CO, to Salt Lake



The Ringling Brothers, Branum & Bailey Circus blue unit train moved by BNSF from Colorado Springs, CO, to Moline, IL. On 8/27/01, BNSF SD40-2 6846 and 8078 were eastbound on the Pueblo to La Junta, CO, line just east of Manzanola, CO.
 – Photo © Chip.

Another DRGW Becomes UP

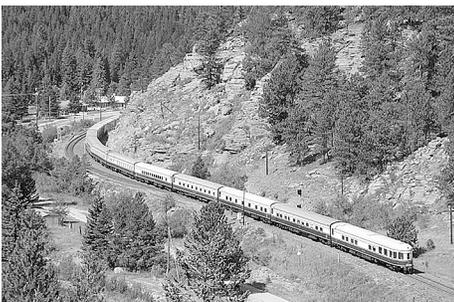
DRGW 5506, having been at Union Pacific's Jenks Shop for some time now, has vanished from the UP's trace, and UP 5100 has shown up. Again, no idea whether it's a patch or a repaint, but my hunch is repainted based on time-in-shop. DRGW 5501 has been at Jenks for a sizable amount of time as well – expect another patch/repaint on it soon. Assuming it's gone, there are only three left – DRGW 5503, 5507 and 5515 as of September 2001.
 – Steve

Denver RTD Trackwork

Denver's Regional Transportation District (RTD) prepared to install double track work turnouts under West Colfax Avenue. The line was closed on 9/15 and 9/16/01 for that work.

City, UT, route they would not approve additional special passenger trains moves. UP's capacity concerns on this route prompted no further AOE trips to be scheduled. No AOE Colorado visits are shown in the AOE 2002 Schedule.

See AOE's website for details:
http://www.americanorientexpress.com/framesets/frame_ry.html
 – *The Colorado Zephyr*



The American Orient Express rolled west via Union Pacific's Moffat Tunnel Subdivision on 9/6/01 headed for Salt Lake City, UT. Photo © Mark Bau.

AOE Deadheaded into Denver

The American Orient Express deadheaded east across the Colorado Rockies early 9/18/01. Scheduled airliner cancellations

prompted by the terrorists attack on 9/11/01 forced many travellers to cancel. AOE cancelled the trip east but still had to move the train to Denver. Amtrak P42's 8 and 71 brought the train over the Union Pacific and into Denver Union Station, Denver, CO, about 8:30 AM. The train was put on track two.

The consist:

- SAN ANTONIO Support/supply/laundry
- PACIFIC STAR Crew sleeper
- GRAND CANYON Crew sleeper
- SAN FRANCISCO Crew diner, sleeper
- PORTLAND Sleeping car
- VIENNA Sleeping car
- MONTE CARLO Sleeping car
- PARIS Sleeping car
- ROCKY MOUNTAIN Club car
- CHICAGO Dining car
- ZURICH Dining car
- SEATTLE Club car
- ISTANBUL Sleeping car
- WASHINGTON Sleeping car
- BERLIN Sleeping car
- NEW YORK Round-end bar, lounge car

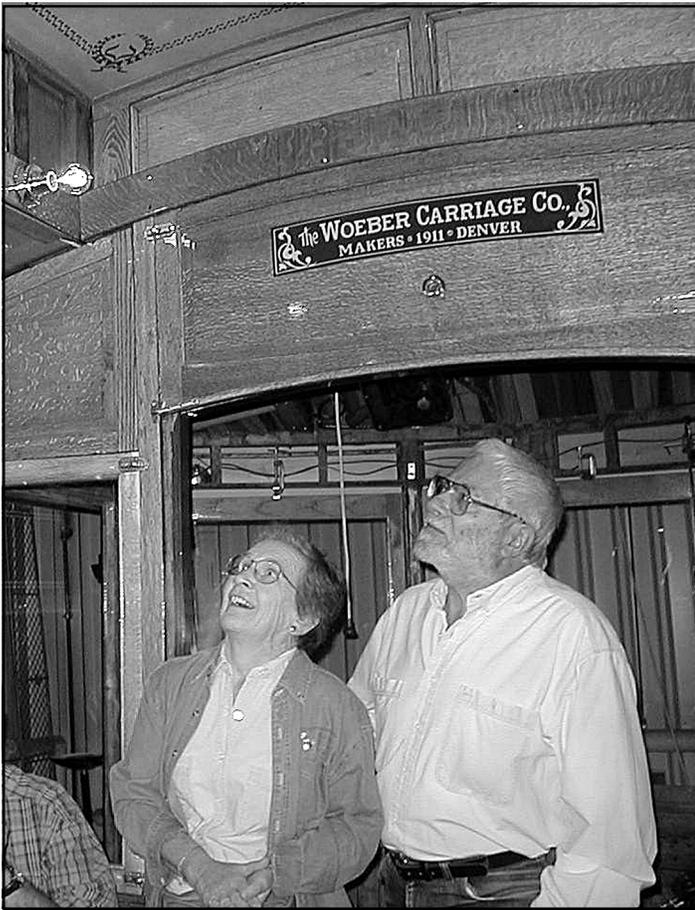
The 16-car train departed Denver on 9/21/01, for its last scheduled run over the UP's Moffat Tunnel line.
 – *The Colorado Zephyr*

RTD is building a line to Union Station that will serve Invesco Field at Mile High Stadium (Broncos football), Pepsi Center (Nuggets basketball and Six Flags amusement park) and Union Station near Coors Field (Rockies baseball team). This new line will open in the spring of 2002.
 – *The Colorado Zephyr*

Seaboard Coast Line 1939 Budd

The ex-Seaboard Coast Line 1939 Budd built lounge/observation car, once used as the tail car for the Silver Meteor, was shipped via Union Pacific to South Fork, CO, in September 2001. The car (PPCX 6401) has been put on loan to the Foundation and will serve on the line as the tail end car for the train.

The car is being converted to a observation private car (two master bedrooms, galley, dining room & lounge) it will be polished and painted in Rio Grande Gold. The car will be renamed WAGON WHEEL GAP. It will be combined with the recently acquired Budd Stainless Railway Post Office which will be converted to a freight/concession car. Plans are underway for the purchase of a stainless steel diner, passenger car and a open-air passenger car.
 – *Matt Cutter*



Sue and Russ Stuska right after the new lights were turned on for the first time inside car No. 25. Due to their generous contributions towards the interior lighting over the years, we had them turn on “their” lights during the ceremony.
 – Photo © Thomas Peyton



A carbon filament light bulb in the custom made brass fixture.



A row of carbon filament light bulbs cast a warm glow over the replica advertising cards. – Two photos (above) © Bruce Nall

A Glow That Warmed The Heart

By Darrell Arndt

The fall open house on September 15th for Interurban No. 25 celebrated the installation of the new light fixtures in the ceiling and other improvements. Prior to moving the car outside for operation, we gathered inside the car for the “official lighting.” As the building lights were turned off, Russ and Sue Stuska flipped the switches and the interior was instantly bathed in the glow of twenty-six replica carbon filament bulbs.

For the first time in approximately sixty-five years, the car exuded the ambiance of the vintage lighting that passengers first experienced in February of 1911. Everyone’s high spirits were certainly tempered by the memories of our national tragedy the previous Tuesday as we

paused for a moment of reflection.

Blue skies helped as the car was then moved outside for the day’s operation. The new lighting even looked good outside and we are most grateful to club and foundation members Russ and Sue Stuska who have funded the rather expensive replication of the fixtures and who even bought the light bulbs many years ago. Russ and Sue’s generosity is not limited to monetary support as they can occasionally be seen in Rail Report photos working on the club’s equipment at the Colorado Railroad Museum.

Complementing the lights were the new replica advertising cards that were obtained from the Association of Railway

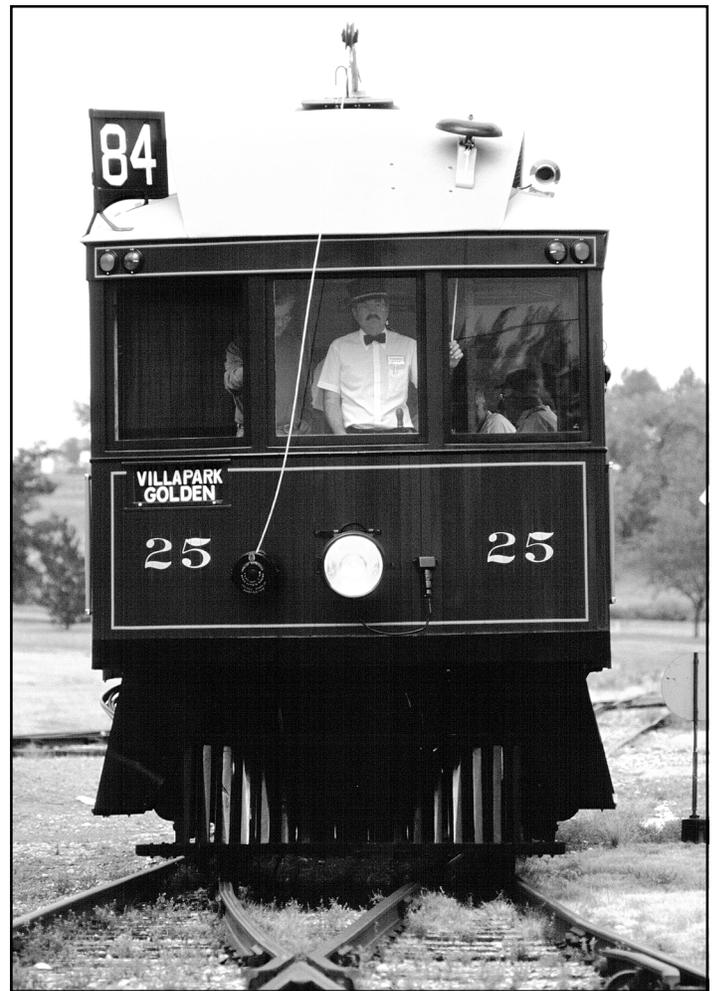
Museums who did an excellent job of reproducing them.

Foundation President Joe Minnich and Treasurer Fran Minnich were on hand at the open house to welcome visitors. Foundation trustees assisting included Bob Wilson, Ron Kaminen, Charlotte Williams, Tom Peyton, Ken Hampton and Richard Loveman along with Community Contact Jon Esty and Don Zielesch. Assisting in the operation of the car was conductor Tom Peyton, motorman Irwin Chaim, Dick Kremers and electrician Bob Dunmire.

A big “Thank you” is extended to those who prepared the car for the day including Tom Peyton, Dick Kremers, Hugh Wilson



Darrell and Shirley Taylor dressed for the time the trolley was in regular service. – Photo © Bruce Nall



Motorman Darrell Arndt at the controls. – Photo © Bruce Nall

Sr., and Rich Berens. Darrell and Shirley Taylor of Cascade came up and added atmosphere with their vintage dress and Tom Peyton's commemorative tickets were a big hit (see page 2).

Visitors included Woeber family descendants Don Woeber and wife Leona from Ft. Collins and Philip Woeber and his wife Claudia of Denver. Over thirty books were on sale from the late Ed Haley's collection that have been graciously donated by the Haley family through Ted Haley and his wife Paula. Most of the books will be available for sale to members at meetings and other functions with a few to be sold by drawings to be announced. All proceeds will go to the No. 25 restoration fund. Ron Kaminien handled the sale of the books and foundation merchandise.

Another recent financial contribution of

note was from Don Eliot who has provided other monetary support in the past, most notably for the car lettering. Others thoughtfully gave financial donations during the open house. A total of \$775.00 was donated and raised by sales of books and merchandise.

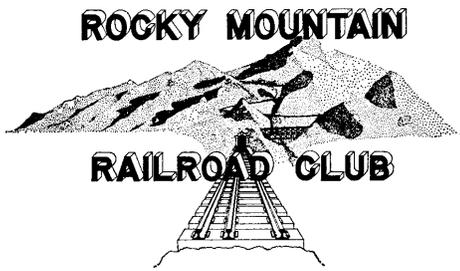
Frank Navarro and Bob Dunmire spent numerous hours preparing and installing the lights fixtures and Frank added a protective coating to the brass. Bob Wilson obtained the light sockets and Fred Swovland did an outstanding job of fabricating the fixtures. The fixtures were designed based on concepts provided by Robert Immergluck of the Western Railway Museum in California. Tom Voelker was engaged to polish the covers and did a marvelous job.

Joe and Louise Piz at A-1 Metal Stripping contributed stripping of the first luggage

rack to be installed. Joe and Louise also donated a rare fare register that will be installed in the car. It really looks great after a stunning polishing job by Frank Navarro. Alert Polishing and Plating donated the re-plated of the rope guides for the walls.

Other recent donations of note include a number of fine Herb O'Hanlon black and white views of Denver & Intermountain equipment contributed by Gordon Basset of Colorado Springs. We are always interested in photo's and items relating to the D&IM operations so please keep us in mind if something shows up.

After visiting the car, a number of folks elected to check out the new Denver Federal Center Museum where our friend Al Green greeted visitors. It was a fine day to visit the car. Thanks to all who stopped by to provide encouragement.



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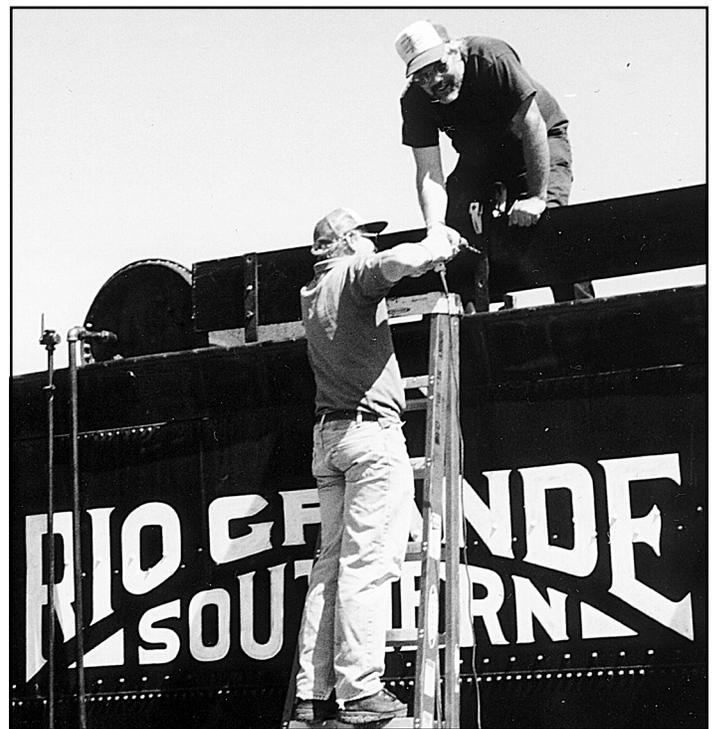
Out At The Museum

Continued from Page 3

Colorado Springs are cleaning right of way, rebuilding and repairing 2.8 miles of the old Rock Island line for running motor cars. This track runs from near Murray and Constitution to Towers Boulevard on private land along the east edge of Colorado Springs. Lynn French and Glenn Lark constructed a 12 X 12 foot concrete pad for handling of motor cars and getting them on this historic piece of track.

Back at the Colorado Railroad Museum, we are still primarily working on cabooses 0578 but with continual touch up on the Rico and minor efforts on the tender. At least the painting of 0578 is nearing completion. The body was primed as needed with two or more coats of "red" paint everywhere. Ken Gow, Denny Haefle, Roger Sherman and Dwane Fields have done an outstanding job preparing the wood, priming and painting throughout August and September. Next comes a coat of black on the frame, wheels and all undercarriage and couplers. Then white trim on the grab irons, railings, etc. Eventually the final step will come – new letters and numbers.

Hopefully, re-lettering will be done this winter. Interested in helping? Give me a ring at 303-428-2322 as we could sure use another hand any 2nd or 4th Saturday or any time you might be available. We can make arrangements for access to supplies.



Ken Gow and Dwane Fields (right) install new wood on the tender of RGS Engine 20 on July 28, 2001.

– Photo © Bob Tully.